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THE STAR  
MILWAUKEE  
BEER.  
Per Cask of 10 doz. Pints, \$2.  
SOLE AGENTS—  
H. PRICE & CO.

# Hongkong Daily Press.

ESTABLISHED 1857

No. 13,534 號肆十萬零九千一百五十一號

HONGKONG, TUESDAY, JULY 30, 1901

Price, \$2 PER MONTH

## CHAMPAGNE.

JULES MUMM,  
A HIGH CLASS WINE.  
CASE PINTS, \$50.00 QUARTS, \$48.00

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON.  
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JOHN WALKER & SONS'  
FAMOUS  
KILMARNOCK WHISKY.  
This World-renowned  
Old HIGHLAND WHISKY,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents.  
SIEMSSSEN & CO.  
Hongkong, 1st January, 1901.

CUTLER, PALMER & CO.'S  
PRICE \$10.75 PER DOZEN  
NET

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.

TIME TABLE.  
WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 2.45 p.m. Every 15 minutes.  
2.45 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m. every 1 hour.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
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10.30 a.m. to 11.00 a.m. Every 10 minutes.  
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7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS on Week Days.

Extra cars at 11.30 a.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 28 & 40 Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901.

VICTORIA  
CYCLE  
EMPORIUM.

THE pleasure of cycling consists in having  
a first-class machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLY" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.

MCKIRDY & CO.,  
43 & 45A, Queen's Road East.  
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.  
PORTLAND CEMENT.  
\$5.50 per Cask of 375 lbs net or Factory.  
\$3.80 per Bag of 250 lbs.  
SHewan, Tones & CO.,  
General Managers.  
Hongkong, 1st June, 1901.

CARBONNEUM-AVENAEUS  
USED FOR OVER TWENTY YEARS.  
Strongly reliable preservative. For Wood  
and Stone against White Ants, Decay, Fungus,  
Rot, and Damages. Sole Agents for China.  
LUTGEN'S EINSTEIN & CO.,  
Hongkong, 31st August, 1901.

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the underlined.

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$18.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

[147]

## AQUARIUS.

SPARKLING MINERAL TABLE WATER.  
MADE ENTIRELY FROM PURE TREBLE DISTILLED WATER.  
GUARANTEED FREE FROM ALL IMPURITIES.  
PER 1 DOZ. QUARTS. \$2.50.  
PER 1 DOZ. PINTS. 1.75.

EMPTY ALLOWED FOR ON RETURN AT THE RATE OF \$1 PER DOZ. QTS.  
AND 75 CENTS PER DOZ. PTS.

SOLE AGENTS—CALDBECK, MACGREGOR & CO.

15, Queen's Road.  
Hongkong, 30th July, 1901.

WINE AND SPIRIT MERCHANTS.

[148]

IF YOU DO DRINK

WHISKY DRINK THE BEST

IF YOU WANT THE BEST SCOTCH HAVE

OUR 10 YEARS' OLD DUNDEE.

IF YOU WANT THE BEST AMERICAN HAVE

CYRUS NOBLE OLD BOURBON

OR O.P.S. PURE OLD RYE.

SOLE AGENTS—

WATKINS, LIMITED,

66, QUEEN'S ROAD CENTRAL.

[149]

JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR

INDIGESTION, DYSPESIA, FLATULENCY

AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

[150]

PHOTOGRAPHIC PLATES, PAPERS  
AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

[151]

EGYPTIAN CIGARETTES

OF THE CHOICEST DESCRIPTION.

MANUFACTURED BY

D. G. GEORGACOPULO, CAIRO,

AND AS USED IN ALL THE PRINCIPAL MILITARY MESSES IN EGYPT.

PRICES.

"CLEOPATAS" PER 100 ... ... ... \$2.00

"CHEOPS" PER 100 ... ... ... 325

LANE, CRAWFORD & CO.

SOLE AGENTS.

[152]

## W. BREWER & CO.

### POPULAR AND INTERESTING BOOKS.

Tom Wallis, by Louis Becke ...	\$3.00	From Aldershot to Proteria, by Sellers \$1.50
Held at Ranevan, by Beavis Merchant ...	2.25	Boy Cruises, by Golschmann ... 2.25
Romance of Real Life ...	1.50	Arthur's Inheritance, by E. Leslie ... 1.25
Golden Deeds of the War, by Story, 160 Portraits ...	3.00	The Golden Magnet, by G. M. Fenwicks ... 2.00
Three Fair Maids, by Katherine Tynan ...	3.50	Allan Adair, by Gordon Stables ... 2.25
Under the Rebels' Reign, by C. Newfeld ...	3.50	With Rifle and Bayonet: A Tale of the Boer, by Capt. Brereton ... 3.00
The Adventures of Roly, by Elrington ...	1.50	In the Irish Brigade, by Henley ... 3.50
A Daughter of Erin, by Finney ...	1.50	With Our Soldiers at the Front, by Johnston ... 2.25
Hidden Beauties of Nature, by Kerr ...	1.50	The White Stone, "The Story of a Boy from the Bush," by MacIlwaine ... 3.00
The Youngster of Murray Home, by Chafey ...	1.00	A Trek and a Laager, by Spottiswoode ... 2.25
The Handy Man Afloat and Ashore, by Rev. G. Goodenough ...	2.25	Out with Garibaldi, by Henley ... 3.00
Britons at Bay, by H. C. Moore ...	3.00	For Name and Fame, by Henley ... 3.00
Cyrus's Bonnet-Shop, by Rose Mullaholland ...	3.00	Young England—Volume ... 3.00
An Ocean Adventure, by W. P. Wright ...	2.00	23 & 25, Queen's Road, Hongkong. [153]

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSSEN & CO.

SOLE AGENTS.

[154]

## PILSENER BEER

Per Case. Per Case.

4 Doz. Quarts. 6 Doz. Pints.

LONG BOTTLE -

\$13.0 - \$13.0

MÜNCHENER BEER

14.00 14.00

Apply to —

G. GIRAUT.

[154]

COTTAM & CO.

HONGKONG HOTEL BUILDINGS.

CELLULAR CLOTHING.

LIGHT, DURABLE, and COOL.

A FULL STOCK OF

TENNIS SHIRTS, DAY SHIRTS AND SINGLETS.

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NOTICE OF REMOVAL.

W. M. DANBY, M. INST. C.E.

TO

6, ICE HOUSE ROAD.

Hongkong, 29th July, 1901. [155]

AN ACKNOWLEDGMENT.

WE, the undersigned Chinese passengers

of the A.L. steamer *Melpomena* desire

to express our deep gratitude for the kind treat-

ment we received from Captain Constantine

Matevich and his chief officer, Tigrinu Mar-

tinovich; and also in particular for the con-

sideration shown in not burying at sea a Chinese

passenger, named Ho San Cheung, who died

during the voyage. The action was greatly

appreciated by the Chinese, who hold their dead

in very high estimation.

We beg to publish these few lines as an

acknowledgment of our heartfelt gratitude.

TING SAN SANG,

&c., &c., &c.

Hongkong, 24th July, 1901. [156]

## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.  
WINE MERCHANTS.  
ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case 1 doz. Qua.	Per Case 2 doz. Qua.
ST. ESTEPHE	\$6.96	\$7.56
ST. JULIEN	9.00	9.60
LA ROSE	12.96	13.92
CHATEAU HAUT BRION LARRIVET	18.60	19.20
CHATEAU MOUTON D'AR- MAILHAQ	21.02	22.20
CHATEAU PONTEL CAR- NET	25.00	
CHATEAU LA TOUR CAR- NET	30.00	
CHATEAU BAUZAN	42.00	
CHATEAU LAFITE	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET,  
CHATEAU RAUZAN AND  
CHATEAU LAFITE

are commended to the notice of Connaisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY

BIRTH.  
On the 20th July, at "Letcombe," Bakit Timsh, Road, Singapore, the wife of JOHN W. HAYFENDEN, of a son.

DEATHS.

On the 23rd July, at No. 10, Mosque Terrace, MARIA JOSEFA DE SANTOS ALVES, the beloved wife of J. L. de Santos Alves, of the Harbour Office, aged 43 years.

On the 23rd July, 1901, at Seoul, Korea, WILLIAM DUFLON HUTCHISON, aged 43 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VIEUX ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30th July, 1901

THEIR is not much doubt that little satisfactory as have been hitherto the results of European interference in North China, there are forces at work tending to bring about an amelioration, none the less important that they are silent. One of these forces is the Emperor himself: it seems in fact to be the growing opinion that this pretended insignificant boy—whose succession in September, 1898, was apparently so easily managed that the very act was taken as a testimony to his unfitness to rule—has in circumstances which would have caused any ordinary man to succumb, not only succeeded in preserving his life in the midst of a clique to any one of whom his death would have been a matter of relief, but has shown himself the possessor of so much good sense that little by little his greatest enemies have come to look to him as the one in the crowd capable of giving practical advice in the dilemma in which they had placed themselves. Doubtless in this he has been aided by circumstances over which he had no control. The attempt to govern China from so ill-adapted a capital as Hsian has in the first place utterly broken down: it is true it saved the Court from the direct influence of the foreigner, but it raised other difficulties which more than counterbalanced this doubtful advantage, in the impossibility of having its orders carried out. The edicts issued were treated with respect due to their having emanated from the Imperial Government, it is true, but the Court soon discovered that, though in outward form they were obeyed, the Viceroys exercised a more than usual discretion in their carrying out. For the most part indeed, they were quietly shelved, and that in such a way that the Court found itself helpless to interfere without producing actual conflict. The Court, ignorant of the conditions of the locality, had been fondly believing that in moving to Shensi they were about to enter a land of plenty; but

here again their hopes were doomed to disappointment. They in fact only arrived to find the whole of Shensi in a state of famine, and a famine all the worse that, owing to the steps they had themselves taken in cutting off all communication, there was actually no means of relieving the distress, which instead of being helped by the expenditure of the Court was actually made worse by the failure of the local crops. This condition has this year been aggravated by the very peculiar weather of the early summer, the city and the surrounding country being deeply flooded, so that there is no reason to believe that the Court is other than anxious to get out of the doomed city. In these circumstances, the Emperor seems to have been the only one of the crowd who has preserved his composure, and it is now pretty well known that he has been pressing for return at once to Peking. This step, it is equally well known, has been bitterly distasteful to the Dowager Tez'u, who rightly sees in this measure the destruction of her own misused influence. Still, even the Dowager herself has commenced to see that it has become actually necessary to leave the city, but where to go is a difficulty she has been unable to solve. Kaifeng has been spoken of—the more so as at various periods it has served as the capital of one or other of the petty kingdoms into which China has been at various periods divided. Kaifeng is, however, still less adapted for a capital than Hsian. Mr. Breman, the last traveller who has visited it, describes it as of "the regular northern type of city, with huge clay walls of twenty miles circuit, massive battlements and beetling gates—like an enormous factory—and inside vast empty spaces that are often under water. The streets are broad and deep either in mud or dust; the shops are mere booths with few wares in them, and there is a general air of neglect and decay about the whole place." The province of Honan is one of the poorest in China, and is in these modern days made worse by constant inundations of the Yellow River, so that even the local mandarins are generally, he tells us, housed in some dusty, tumble-down old gables, with broken doors and crumbling walls. From a foreign point of view there is little to be learned from a visit of the Court to Honan. But there are other and uglier rumours about. The Court in its present state of penury demands some millions of taels for its return to Peking and it seems incredible that the same individuals whose flight to Hsian was effected at the cost of the little money the individuals who composed it had in their pockets or could raise on charity, should need such extravagance on its return. And this raises the strangest point of all: the money is really required for defence. There is no reason now to believe that the Dowager is desirous of getting rid of the Emperor; rather, on his safety depends her last hope of a restoration to power and influence; but there are others whom—in her moment of triumph she called in to share her joys who have not the same desire, and who would gladly see the last of both Dowager and Emperor. The vacuous Prince Tuan and his henchman, the barbarian Tung Fung, stand, have been at the dictation of the Powers bounded from Court, and are notoriously in open rebellion. That there exists a plot to attack and kill the Emperor on his way back from Kaifeng there is no doubt whatever; and the Dowager, who was born in 1835, hesitates to place her precious self in jeopardy. Besides, the usual dangers of a journey through the impoverished province of Honan at the best of times are sufficient to deter any ordinary woman of her age from contemplating the journey with other than misgiving. Under present conditions with a famished people, and amid ultra-tropical heat, the journey might well frighten the healthiest. There is then no reason altogether to discredit the various rumours that have of late been prevalent, and to all appearance these rumours of the intended return of the Court have this foundation—that it is sincerely desired by the Emperor, and is not actively opposed by the Dowager, who has, there is some reason to believe, come to see the folly of her previous action. But though by this time the Dowager doubtless sees that she has committed a serious offence against the common code of nations, she also knows that if outside nations are willing to condone the past, there are not wanting those at home who attribute to her the failure of their plots; and who if they had her in their power would revenge on her their failure. The presence and support of the Emperor is the only guarantee she possesses for her own life: she has got into Hsian, but she knows not how to get out: nor can she stay much longer. The great provincials are willing enough to guarantee the safety of the Emperor, but none will trouble themselves to care for her; then, worst of all, there is hanging over her the effect of the plot of the New Year. It seemed an easy enough thing then to place the son of Prince Tuan in the position of successor to, if not actually to place him on the throne; but in the hour of trial not only has he proved himself of so vicious a disposition that he has already become an

impossibility, but he has been removed by his father—himself an open rebel—beyond her control. Fortunately the Emperor, though apparently not a man of strong nerve, is one of caution, and seems quite capable of profiting by the situation. On the whole, while it is impossible to forecast the outcome of the present peculiar position, it would be premature to pronounce it hopeless; and it seems that the whole course of affairs points to the fact, which we have often emphasised, that the only course likely to lead to a successful issue is to insist on dealing directly with the Emperor in person. Possibly the mission of the Emperor's younger brother to Europe may be at last a means of making the ill-informed foreign offices of Europe wake up to this fact. At all events, the impression made by the personality of the young man during his few days' stay at Shanghai seems to have been altogether favourable; he confirmed that impression during his brief visit here; and it was evident that he possesses many of the best qualities of his brother in his tact and prudent reserve in an exceedingly delicate position.

The Massa, with the next English mail, left Singapore on the 28th inst., at 8 a.m., and may be expected here on Friday at 6 a.m. This mail brings replies to letters despatched from Hongkong on the 3rd June.

Rear-Admiral Bayle, in command of the Southern Division of the French Squadron on the China Station, returned here on Sunday evening on the French gunboat Vipere from Canton, where he had been inspecting the gunboats on the West River. He returns to the North in a day or two on the Amerai Charnier.

A Provincial Examiner of Honan, Ou Yang-ling, who professes to possess the art of divination to a high degree, has notified the Court that the Dragon has altogether withdrawn his presence from Peking, and that the Court's return there is consequently useless. The Court officials are much pleased with the Memorial, and extol the examiner as a "wise man of the East."

M. J. Em. Lemire, writing in *L'Echo de Chine* of the 24th, has the good taste to conclude his article with the following words:—"The wound inflicted by Fashoda" has not healed, and we do not expect it ever to heal while there are such statesmen as Chamberlain with those long foot which he always puts into the dish." M. Lemire has also the courage to sign his name beneath this effusion. Fashoda truly is responsible for some remarkable aberrations among otherwise sane people.

The G.M.S. Kiangyung, which reached Shanghai last week, reported the *Sui Meishun* ashore below Hankow on the 21st; *Kiangyuan* ashore above Christmas Island on the 22nd; and *Taie Maru* ashore on Fitzroy Island on the 22nd. On the 22nd two Japanese boats were standing by the *Taie Maru*, but she was still aground. The watermark at Hankow on the 24th inst. was 46 feet 2 inches, but it is not likely to rise any more. If the above-mentioned boats do not get off in time they are likely to remain fixtures for some time.

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The death occurred on the 27th ult. of Commander Philip Nellesdale Wright, who was wounded in China on 19th June, 1900, and has died after an operation. Commander Wright entered the Navy in 1884 and received his commission as a lieutenant on 3rd August, 1900, having obtained five first-class certificates at the examination at Greenwich. He was a gunnery lieutenant, and had held the appointment of experimental officer to the ordnance factories. He was appointed first Lieutenant of the *Orlando*, and on 10th July was promoted to be commander on the special recommendation of the Commander-in-Chief on the China Station, the officer having been dangerously wounded at Tientsin. Commander Wright was in his 31st year.

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A curious ceremonial took place at the Brookwood Cemetery near Woking last month, when the consecration of the new Parsee airy, or chapel, and of the mausoleum erected in memory of the late Norwiche N. Wadia took place. A large number of the leading members of the Parsee community in London were present, and several gentlemen belonging to the priestly caste recited prayers before an altar on which a fire was burning. The Parsee burial ceremonial must, of course, be a home contemporary, necessarily differ in England from that practised in India. Those who know Bombay must be familiar with the gigantic Towers of Silence and the huge flocks of vultures which surround them, adjuncts of a Parsee funeral which do not exist in London.

The secretary of the China League communicated to the home press a copy of the reply received from the Foreign Office, under date of 25th June, to the letter which it addressed to that department on 19th June, respecting the proposal to raise the Chinese Customs tariff to an effective 5 per cent. Mr. Bertie wrote under instructions from the Marquis of Lansdowne:—"I am to point out that the assumption that it is proposed to agree to the increase of the Chinese tariff to an effective 5 per cent, without obtaining any concessions in return, is erroneous, and that the matter is now under consideration by the representatives of the Powers at Peking. I am to add that before any addition beyond the treaty rate of 5 per cent is agreed to, care will be taken to ascertain the views of those interested in the China trade."

The following paragraph should have been given to our representative at the Central Police Station on Saturday, but was withheld for some reason:—E. Nelsen, a young Norwegian sailor who was lately discharged from the American ship *Menel Languine*, attempted to commit suicide at the Sailor's Home on Saturday morning about nine o'clock by cutting his throat. He was found in one of the lavatories holding a handkerchief to his throat. On the handkerchief being withdrawn there was exposed a great gash which laid bare the windpipe. Although the wound had been inflicted by a dirty tobacco knife, the cut was perfectly clean and attended by only a very slight flow of blood. Nelsen was quite sensible, and coolly remarked that he had no desire to live. He was sent in a police ambulance to the Government Civil Hospital, where the wound was dressed and stitched. Nelsen was then left alone for a few minutes, and on being again visited it was found that he had torn the stitches out of the wound and left it gaping as before. The wound was once more dressed, and Nelsen was afterwards removed to the asylum for observation. He is said to have been very quiet when at the Sailor's Home, and showed no desire for company, spending a great deal of his time in reading letters.

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(No. 6 of 1888), and the Tramways Ordinance Amendment Ordinance, 1883 (No. 13 of 1883). The Hon. J. J. Bell Irving seconded, and the motion was carried.

## CROWN LEASES.

The ACTING ATTORNEY-GENERAL was to have moved the second reading of the Bill entitled An Ordinance to validate Crown leases heretofore made of foreshore and submerged Lands within the territorial waters of the Colony for reclamation and other purposes and to legalise and facilitate the making of such leases hereafter. In asking leave to withdraw the item from the orders of the day, he said—I may mention that various points have been raised in connection with the Bill, and I desire further time to consider the points.

The item was withdrawn.

## REFORMATORY SCHOOLS.

The ACTING ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance to amend and consolidate the law relating to reformatory schools. He said—Hon. members are aware that there has been recently created in the Colony a building known as the Bellis Reformatory. Before its erection there was only a small building in existence in this Colony, and since this reformatory has been built, it seems advisable that we should bring the legislation in this Colony more into line with the legislation in force in England, and this Ordinance is based in the main upon the Industrial Schools Bill, which is set forth in Appendix XI to the report to the Home Secretary by the Departmental Committee on Reformation and Industrial Schools published in 1898. Although the Ordinance is called a Reformatory Ordinance, the boys qualified for admission belong mostly to the class admitted to industrial schools in England. I may mention, Sir, for the information of this Council that, so far as I am aware, the only point in this Bill which is in anyway new in principle, is embodied in sub-Section E. of Clause 3 of the Bill. That Section runs as follows:—Upon the recommendation of the Registrar-General, to send a male child, who appears to the Governor to be less than fourteen years of age, to a school in any instance where such child is not and does not appear liable to be brought before a Magistrate for the purpose of being sent under the provisions of Section 5 of this Ordinance.—The object of this clause is to enable a boy to be sent to a reformatory school even although he may not have rendered himself liable to be dealt with by the magistrate. It seems desirable in certain cases where a male child appears to have no natural guardian or anyone to look after him, that the child should be sent to a reformatory, where no doubt he will be looked after and cared for. With these few observations I move to move the second reading of the Bill.

The COUNCIL then went into Committee to consider the Bill clause by clause.

No alterations were made, and so the Council resumed the Bill was read a third time and passed.

## NATURALISATION.

The ACTING ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance for the Naturalisation of Ian Yat Tsui, alias Lan Ng, alias Lan Man Kwong. He said—Hon. members will see from the preamble of this Bill that Mr. Ian Yat Tsui has been for the last 34 years one of the managing partners of the King-Yuen firm carrying on business as rice-mERCHANTS at No. 112, Wing Lok Street, and that he is also a director of the Po On Marine Insurance & Gedow Company, Limited. He has continuously resided in this Colony for over 35 years, and has declared his intention of residing here permanently.

The COUNCIL then went into Committee to consider the Bill clause by clause.

No alterations were made, and so the Council resumed the Bill was read a third time and passed.

## STAMPS AND STAMP DUTY.

The ACTING ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance to amend and consolidate the Laws relating to stamp and stamp duty in the Colony of Hongkong. He said—I think, Sir, that hon. members will find the alterations effected in this Bill from the previously existing law clearly stated in the objects and reasons attached to the Bill, but in the main this Bill is an Ordinance to consolidate the previously existing law. The new provisions of the Bill will be found in the last page of the objects and reasons:—The object of sub-Section 1. (a) of clause 18 of the Bill is to introduce certain provisions of the English Legislature into this Colony in order to prevent rich persons who fall seriously ill from conveying away their property a few days before their death, so as to evade probate duty. A few cases of this kind have recently occurred in this Colony.

The object of sub-Section 1. (b) and 1. (c) of clause 18 of the Bill, which are also founded upon English legislation, is to thwart other possible devices by which probate duty might be evaded.

Sub-Sections 2 (d) and 3 (e) of clauses 18 of the Bill have been introduced for the express purpose of preventing attempts at evasion of probate duty under the laws that valuable consideration has been paid.

Clause 22 of the Bill contains provisions which are entirely new to this Colony, though similar provisions have been in force in England for some years past and have been law in the Straits Settlements ever since the passing of their Ordinance X of 1883. I think that it will be readily conceded that the introduction of such a Clause in this Colony is desirable. The provision at the end of Clause 22 has been inserted in view of certain special powers which have been conferred upon the Official Administrator, His Colonial Treasurer, and the Captain Superintendent of Police in certain cases under the provisions of Sections 14, 19, 62, 63 and 64 of the Probate Ordinance, 1883.

Article 49 in the Schedule to the Bill makes provision for a double rate of probate duty which is to apply in this Colony to that which is charged in the Straits Settlements, except that the value of deceased estates remains fixed at \$200, as it has hitherto been in Hongkong, instead of being allowed to \$500. Under our present law contained in Article 31 to the schedule of Ordinance 18 of 1883 as amended by Section 5 of Ordinance 18 of 1894, the probate duty charged is one per cent., where the value of the estate does not exceed \$5,000, and two per cent., where such values exceed \$5,000; and I think that it will be readily conceded that that rate is very low, especially when it is borne in mind that in Great Britain 3 sets of duties are levied, namely—probate duty, legacy or succession duty, and estate duty.

In Great Britain the probate duty alone between \$100 and \$500 (which is roughly equivalent from \$100 to \$5,000) is 2 per cent., between \$500 and \$1,000, 2½ per cent., and above \$1,000, 3 per cent.

In connection with Clause 23 of the Bill, as I have just pointed out to the Council, the Attorney-General that the Bill should be sent to the Law Committee.

Mr. HO KAI said he quite agreed with the senior unofficial member in his remarks in

out letters of administration before administering the estate of any deceased person. I would suggest, Sir, for the consideration of the Council, that it might be advisable to bring these provisions more particularly to the knowledge of the Chinese by means of proclamations. I am quite sure from my experience in this Colony, and I think the hon. member on my left will bear me out, that it is not sufficiently appreciated amongst the Chinese that when a man dies in this Colony it is necessary that letters of administration should be taken out to his estate. I remember a rather curious case in which I was concerned a few years ago. In this case it was found out that a Chinaman had forged the name of his dead father to a deed for the purchase of transferred property in this Colony. And I am quite satisfied myself in that case that the forgery was done by the Chinaman in good faith—that is to say, he did not recognise that he was doing anything wrong in signing his father's name to the deed, apparently assuming that all rights and privileges of his father had descended by right to him as son. In that particular case I am quite sure the son signed the name of the dead father in all good faith. It is very desirable that the necessary knowledge of the law on the subject should be brought home to the Chinese, and I do not know any better way of doing it than by means of a proclamation. A suitable one could be drafted in the Registrar-General's Department, and it is especially desirable that this clause should be adopted for the reason that under the new provision of Clause 22 of the Bill there is a penalty attached in the case of letters of administration not being taken out within a certain time mentioned in Clause 22. With these remarks I beg to move the second reading of the Bill.

The COLONIAL SECRETARY seconded, and the motion was carried.

The COUNCIL then went into committee and considered the Bill clause by clause.

On the Council, resuming, there being no alterations, the ACTING ATTORNEY-GENERAL moved that the Bill be referred to the Standing Law Committee.

The COLONIAL SECRETARY seconded, and the motion was carried.

## THE TRAMWAYS BILL.

The Hon. C. P. CHATER moved the second reading of the Bill entitled An Ordinance for authorising the construction of a tramway within the Colony of Hongkong. He said—In moving the second reading of the Bill, which has already passed its first reading, I may state that this Bill has been the subject of long and careful consideration by the Acting Attorney-General and the Director of Public Works, in close conference with the solicitors of the promoters, and it affords me much satisfaction in bringing it before your Excellency and the hon. members of Council for the second reading.

The objects of the Bill are to provide quick, reliable, and cheap means of transportation for passengers through certain portions of Hongkong, and to furnish transport for certain classes of freight along the line of tramway at such times as will not interfere with the passenger traffic.

It is proposed to construct the tramways on the overhead trolley system of electric traction, and it may add that it is the intention of the company to follow the very latest plan and to make use of the best materials. With regard to the route it is intended to take, this has been published at length in the papers, and I need hardly therefore go into details on that head. The main line will start from the extreme west of Belcher's Bay and will terminate at Sham Wan, and the branch line will run from Praya East to the Race-course in Wongneiheung Valley. The Attorney-General and the promoters have been hard at work on this Bill for some time past and all the Sections have been agreed to with the exception of Clauses 11, 14, and 47. With regard to the first, No. 11, and Sub-Section 3 reads—"They shall leave an interval of at least one hundred yards between any two places at which they may open or break up the road, and they shall not without the consent of the Director of Public Works open or break up at any such place a greater length than two hundred yards." The promoters contend this Clause establishes too low a limit of the length of roadway that can be opened up to admit of the rapid construction of the line that it is desirable in all interests to promote. If this limit can be extended from 200, to 300 or 500 yards at one time, it would greatly facilitate the progress of the work. Referring to Clause 14, the proposal is that four feet should be concreted by the company. With reference to Clause 47, the proposal for five per cent. Government fees on the net profits of the company had been made solely with the view of safe-guarding the interests of the public. Dealing with Dr. Ho Kai's proposal, His Excellency was of opinion that the giving up of the royalty on the part of the Government would not have any practical effect. As to overcrowding, the Government would not allow it, and the people must go somewhere. If that meant increase of rent, well, it would be increase of wages as well. However, if the giving up of the royalty was thought likely to be of benefit, he was prepared to give the matter further consideration. (Applause.)

Mr. CHATER, for the information of Dr. Ho Kai, pointed out, with regard to the double track the road should be paved across its entire width, whereas the promoters contend that where there is a double track the road should be paved only in the centre, and for eighteen inches outside of each rail in short, that such double track should be treated simply as two single track. Coming to the last point of divergence, Clause 47, the Government contend now that the net earnings of the company must be considered, the gross earnings less the actual operating expenses, whilst the promoters are of opinion that the net earnings should mean the gross earnings less actual operating expenses and also less interest on any debentures that there may be on the stock of the Company. It has been arranged, I am given to understand, that these differences are to be thoroughly threshed out between the Secretary of State and the promoters of the enterprise in London. Now, Sir, there is one other little matter which has been pointed out to me by my honourable friend opposite (the Senior Member for the Chinese), in Clause No. 49. He points out that the cheap fare of three cents for a Chinese workman to come into town and three cents for him to return would be six cents a day or \$1.80 per month. This sum, added to the rent he would have to pay if living outside the city, would be more than he would have to pay in town, and consequently the overcrowding we are all so anxious to see abolished might not be so materially reduced as we now hope. I feel sure that if this point were brought before the promoters they would feel inclined to still further lessen the workmen's trams. These little differences, to which I have briefly alluded, ought not to be permitted to block the way. Where there are two parties, both anxious that a tramway should be started in the island; the Government, in order to assist in doing away with overcrowding in the Central districts of the city of Victoria; and the promoters, animated by a desire to lose no time in commencing to earn dividends, will very soon arrive at a satisfactory arrangement. When they are strong, and that much-desired means of communication is established, it will, I am confident, prove a great boon to the Colony at large and to the poorer classes.

The COUNCIL then adjourned sine die.

proposing the second reading of the Bill especially in the last sentence. The Bill was a most useful one, and would doubtless promote the welfare of the Colony. It arranged a means of traffic for the poor classes and would thus relieve overcrowding in town. At the same time, unless the question of the fare to be charged to the labouring classes were settled, he could not agree to give it his support. For the information of the Board he would state that for a single bed in the central part of the town a Chinese coolie would have to pay \$1.60 a month, and in Wan Chai something like a dollar or a dollar and ten cents, whereas in the Kennedytown district or in Quarry Bay he would only pay about sixty cents. In view of that fact it appeared that if they wanted the poor class to spread it would have to be made worth their while. It was perfectly simple arithmetic. Estimating thirty days in the month, three cents twice a day came to \$1.80, and in addition a coolie would have to pay fifty or sixty cents for lodging every night. This represented a sum that he could not afford, and if the bill was to gain the end aimed at, the classes would have to be very carefully considered, and a charge of perhaps not more than one cent made for each journey. Otherwise the Bill would do nothing towards spreading the population of the Colony. Instead of charging five per cent. on the net profits of the earnings of the company, the Government might do away with the royalty in order to procure a nominal charge in the fares for the labouring classes. With a two-cent fare for the double journey, the cost would only be sixty cents a month, and a working man could thus afford to take lodgings in the extreme east or west of the city, with the probability, further, of being able to save sixty cents by removing from the central portion of the town. There was another matter to which it was desirable to make reference. Section 49 referred to a minimum night and morning of two cars but if the labouring classes were charged only a nominal fee, twenty cars would be a more likely minimum. The question of the number of cars to be run and the time of their running should be left to the Governor in Council. The Governor would then be the sole judge as to how many cars would be necessary and at what time they should run. Dr. Ho Kai concluded by saying that he would support the bill through thick and thin if the promoters could meet hon. members on the grounds he had indicated.

Mr. WHITEHEAD—I cordially agree with the remarks that have fallen from Dr. Ho Kai, the hon. member opposite, and I quite concur with him in the desirability for nominal fares for the working classes, at night and in the morning. The number of cars to be run could be settled later on. The question of the royalty to be charged by the Government is a matter for the most serious consideration—whether the royalty is not to stand in the way of the granting of cheap fares to the poorer classes. I cordially support the suggestion that there be no royalty at all charged.

The usual overhaul and repairs have been effected during the half-year, and the steamers are all in good running order. In view of the necessity for increased wharfage accommodation at Canton, the directors have acquired a suitable site for the purpose at a cost of \$37,000.

The value of the Company's investments in shares has been adjusted to figures well within present market rates, the difference being passed to the credit of investment fluctuation account on the sums advanced.

Upon leaving the colony, the Honourable J. K. Keswick resigned his seat at the Board, and the directors have nominated the Honourable J. J. Bell Irving to fill the vacancy, subject to confirmation by the shareholders at this meeting. In accordance with the Articles of Association, Messrs. N. A. Siebs and A. Haupt retire from the board of direction by rotation, and, being eligible, offer themselves for re-election.

The retiring auditors, Messrs. A. O'D. Gourdin and F. Henderson, also offer themselves for re-election.

J. J. BELL IRVING, Chairman.

Hongkong, 27th July, 1901.

The following are the accounts:—

30th June, 1901.	ASSETS.	\$ 0.
Value of steamers Poorn, Honam and Henghien and 1/4th of Fatshan		675,000.00
Value of steam-launobes Lungchen and Lungting		42,625.00
Value of 3rd rate of West River steamer		88,000.00
Value of steamers and Sails		11,500.00
Value of lighters Sun Lee and Wo Lee		25,345.45
Value of wharves, buoys, and moorings		
Value of property at Canton, Wuchow and Kongtan		45,042.37
Value of coal stores, and spare gear		18,955.60
Value of shares in public companies		553,192.50
Value of shares in private companies		1,034.43
Value of shares in foreign companies		776,000.00
Short loans on security		37,000.00
Cash with the Hongkong and Shanghai Banking Corporation		21,000.00
Interest accrued to date		1,827.72
Premium on marine policies unexpired		8,605.83
Sundry debts		12,613.32
		\$2,420,833.33

\$2,420,833.33

30th June, 1901. LIABILITIES.

Amount of capital, 30,000 shares of \$15

each, fully paid up 1,200,000.00

Amount at credit of depreciation and insurance fund

600,000.00

Amount at credit of investment fluctuation account

150,000.00

Amount at credit of profit and loss account

290,467.18

Unclaimed dividends

5,932.53

Sundry creditors

271,500.62

Amount at credit of profit and loss account

\$2,420,833.33

\$2,420,833.33

PROFIT AND LOSS ACCOUNT.

Dr. \$ c.

To amount paid for repairs to steamers ... 33,192.20

To directors and auditors fees ... 3,250.00

To balance to be appropriated, viz. 10 per cent. on \$ c.

1,909,000 120,914.00

To be written off book value of steamers and launches ... 50,000.00

To be carried to equalisation of dividend fund ... 50,000.00

To be carried to new account 51,395.62

\$10,039.02

\$10,039.02

DEPRECIATION AND INSURANCE FUND.

Dr. \$ c.

To balance ... 600,000.00

## 4 NEW ADVERTISEMENTS

AT THE PEAK.

TO LET, FURNISHED or UN-FURNISHED, or FOR SALE.

3, MOUNTAIN VIEW.

Apply— ALFRED J. MAY,  
Queen's College,  
Hongkong, 30th July, 1901. [1913]

WANTED.

GOOD JOBING COMPOSITORS.  
Permanency for competent men.Apply at— Daily Press Office,  
Hongkong, 30th July, 1901. [1910]

PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY,  
the 6th AUGUST, at 3 p.m., alongside Douglas  
S.S. Co.'s Wharf.

ONE STEAM LAUNCH.

Length, 47 feet; Beam, 8 feet; Depth,  
5 feet 6 inches; Cylinders, 5 inches, by  
7½ inches. Built in 1895.Hull Engines and Boiler thoroughly over-hauled in November, 1900; and all Copper  
on her Bottom renewed—Non-Condensing.

TEAMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 30th July, 1901. [1911]

INSURANCE HOLIDAYS.

THE Undersigned Insurance Offices  
will be CLOSED for the transaction of  
Public Business on MONDAY, the 5th  
August.JARDINE, MATHESON & CO.,  
General Agents,  
CANTON INSURANCE OFFICE, LIMITED,General Managers,  
HONGKONG FIRE INSURANCE CO., LTD.  
For THE UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.W. J. SAUNDERS,  
Secretary.For the NORTH CHINA INSURANCE CO.,  
LIMITED.W. H. PERCIVAL,  
Agent.For the CHINA TRADERS INSURANCE  
CO., LIMITED.W. H. RAY,  
Secretary.For the YANGTSE INSURANCE ASSOCIA-  
TION, LIMITED.SHEWAN, TOMES & CO.,  
Agents.

For the CHINA FIRE INSURANCE CO., LTD.

GEO. L. TOMLIN,  
Secretary.

Hongkong, 30th July, 1901. [1912]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship  
"YUENSANG,"Captain Rofo, will be despatched as above  
on FRIDAY, the 2nd August, at 4 p.m.This Steamer has superior accommodation for  
First Class Passengers, is fitted throughout  
with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

General Managers,  
Hongkong, 29th July, 1901. [1900]THE OSAKA SHOSSEN KAISHA,  
LIMITED.FOR TAMSUI VIA SWATOW AND  
AMoy.

THE Company's Steamship

"DALIN MARU."

Captain T. Ogata, will be despatched for the  
above ports on SUNDAY, the 4th August, at  
NOON.

For Freight or Passage, apply to

THE MITSU BUSSAN KAISHA,  
Agents.

Hongkong, 29th July, 1901. [17]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"BOMBAY"FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godown at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

The Vessel brings on Cargo:—

From London, &c., ex.s.s. Persia.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
2 P.M. TO-DAY.Goods not cleared by the 4th prox., at  
4 P.M. will be subject to rent.No Fire Insurance will be effected by me in  
any case whatsoever.All damaged packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognized.H. A. RITCHIE,  
Superintendent.

Hongkong, 29th July, 1901. [1]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.  
Absolutely Smokeless and Water-resisting.  
THE BEST NITRO-POWDERS IN THE WORLD  
PRICE OF 12 BORE CARTRIDGES:—Loaded with Gunpowder  
Powder only, and 1 oz of Shot.  
Primrose Cases 35.65 37.40  
Pegnacase 6.25 8.00  
Ejector Brass Cases 6.90 8.655 per cent discount on orders of 1,000 and over.  
Apply to WM. SCHMIDT & CO.,  
Gunmakers,  
Hongkong, 27th July, 1897. [1663]AMERICAN SYSTEM  
OF  
DENTISTRY.NO. 39 QUEEN'S ROAD CENTRAL,  
CHADWICK K'WAN.  
(LATE OF FOOTE & NOBLE).  
Hongkong, 15th September, 1898. [1508]

## ENTERTAINMENT

THEATRE ROYAL,  
CITY HALL.AUSTRALIAN VAUDEVILLE  
AND

## SPECIALTY COMPANY.

Owing to the delay in the departure of the  
s.s. "YUENSANG" from Manila, the

GRAND OPENING NIGHT

will be

TO-MORROW NIGHT!

WEDNESDAY, 31st JULY.

NOTE.—A Special Train will leave every night  
ten minutes after fall of curtain.

BOX PLAN AT ROBINSON PIANO CO.

Doors Open 8 P.M. Overture 9 P.M.

PRICES . . . . . \$3, \$2, \$1.

Soldiers and Sailors in Uniform Half-Price  
to \$2 and \$1 Seats.

Mr. J. FRANK FINLAY, Business Manager.

Mr. W. H. BROWN, Representative.

Hongkong, 30th July, 1901. [1905]

## BONZOLINE BILLIARD

## BALLS.

## THE MOST PERFECT

and

## ONLY RELIABLE SUBSTITUTE

## FOR IVORY BALLS.

BONZOLINE BILLIARD BALLS 2½"

PRICE Rs. 30 per set.

C. LAZARUS &amp; CO.

BILLIARD TABLE MANUFACTURERS,

60 &amp; 61, Bentinck Street,

2023-17 CALCUTTA.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.CODE WORD—"DOCK." NAGASAKI.  
A.I., A.B.C., Scotts' and Engineering Code  
Used.

DOCK No. 1 (AT TATEGAMI).

Extreme Length . . . . . 523 feet.

Length on Blocks . . . . . 513 "

Width of Entrances on Top . . . . . 89 "

Width of Entrances on Bottom . . . . . 77 "

Water on Blocks at Spring Tide . . . . . 26 "

DOCK No. 2 (AT MUKAIJIMA).

Extreme Length . . . . . 371 feet.

Length on Blocks . . . . . 350 "

Width of Entrances on Top . . . . . 66 "

Width of Entrances on Bottom . . . . . 53 "

Water on Blocks at Spring Tide . . . . . 22 "

PATENT SLIP (AT KOSUGI).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILDING

and MARINE ENGINEERING as well

as in REPAIRING of SHIPS.

The COMPANY has a POWERFUL SAL-

VAGE PLANT READY AT SHORT

NOTICE. [1605]

H. F. CARMICHAEL

CONSULTING ENGINEER,

SURVEYOR AND CONTRACTOR,

QUEEN'S BUILDINGS.

TELEGRAMS:—"CARMICHAEL," HONGKONG.

A.B.C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901. [1554]

BAILEY &amp; MURPHY.

## CONSULTING ENGINEERS AND

## SURVEYORS.

60 &amp; 62, DES VEAUX ROAD.

Telephone No. 187. Telegrams:—"Contract."

W. S. BAILEY, M.I. MECH. E.

E. O. MURPHY, W.H. SC. A.M.I. MECH. E.

Hongkong, 4th January, 1901. [13]

C. E. WARREN,

BUILDING CONTRACTOR,

NO. 25, ABERDEEN STREET,

SANITARY APPLIANCES SUPPLIED

and FIXED DRAINS, TRAPS,

WASTE PIPES, &amp;c., CLEANSED and

REPAIRED. Sanitary Board Notices receive

prompt attention. Agent for MOSAIC

TILES. Prices on Application. [16]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction  
TO-DAY (TUESDAY),

the 30th July, 1901, at 2.30 P.M., at his

Sales Rooms, Queen's Road,

TWEED, SERGE and FLANNEL in

SUIT LENGTHS.

GENT'S WHITE and COLOURED

SHIRTS, OXFORD SHIRTS, DUST-

COATS and BOYS' RAIN-COATS,

LADIES' DRESS MATERIALS of

different kinds. SILK RIBBONS, &amp;c. UMBRELLAS and BLANKETS.

GENT'S BOOTS, SHOES and SLIP-

PERS HATS.

HAND-BAGS and CABIN TRUNKS

&amp;c., &amp;c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 27th July, 1901. [1888]

## PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction.

TO-MORROW (WEDNESDAY),

the 31st July, at Noon, at the Hongkong and

Kowloon Wharf and Godown Co's

Godown, No. 26.

(FOR ACCOUNT OF THE CONCERNED);

About 60 Tons of JADOO

And

A Quantity of JADOO FLUID

(A Product of Jadoo, Limited, "Exeter, Eng.)

in Lots to suit purchasers.

TERMS.—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 27

## TO LET.

## TO LET.

**N**O. 6, WEST TERRACE, ONE EUROPEAN HOUSE, consisting of TWO FLOORS, in a respectable locality. Rent moderate.

Apply to—  
**KWONG WING SANG,**  
No. 182, Queen's Road Central,  
Hongkong; 17th July, 1901. [1300]

## TO LET.

**N**O. 8A, QUEEN'S ROAD CENTRAL.  
Apply to—  
**KWONG CHEONG WO,**  
No. 239, Des Vaux Road,  
Hongkong; 9th July, 1901. [1733]

## TO LET FURNISHED

For 2 or 3 months from 1st August.

**27, BELLIOS TERRACE**, Top Terrace, fine view of Harbour, back entrance from Conduit Road.

Apply to—  
**J. J. BRYAN,**  
Sanitary Board Office,  
Hongkong; 29th July, 1901. [1896]

## TO LET.

**TWO FURNISHED ROOMS**, QUEEN'S ROAD CENTRAL, No. 72.  
APPLY ON THE PREMISES.

Hongkong, 29th July, 1901. [1897]

**FURNISHED ROOM TO LET**, Privately, with or without Board, in a pretty house in Kowloon.

Reply—  
**M. N.**  
Care of Daily Press Office,  
Hongkong, 29th July, 1901. [1898]

## TO LET.

**N**o. 1, STEWART TERRACE, the Peak.  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**

Hongkong, 17th July, 1901. [1799]

## TO LET.

**GODOWN**, No. 5A, DUDDELL STREET.  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**

Hongkong, 5th July, 1901. [1692]

**B**EDROOM with BOARD. Moderate terms.  
Apply—  
**G. L.**  
Care of Daily Press Office,  
Hongkong, 26th July, 1901. [1875]

## TO LET.

**N**o. 12, BELLIOS TERRACE.  
OFFICES and SHOPS in BEACONSFIELD ARCADE.

**SMALL GODOWN** in DUDDELL STREET. For Particulars, apply to—  
**TURNER & CO.**

Hongkong, 26th July, 1901. [1876]

## TO LET.

**A**HOUSE in EPIOT TERRACE.  
"FAIRVIEW," Kowloon  
"THE RETREAT," MOUNT KELLETT.

Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**

Hongkong, 13th July, 1901. [1686]

## TO LET.

POSSESSION, AUGUST 1ST.  
**T**HE GODOWN in WEST POINT (Kennedy Town), known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd. For particulars, apply to—  
**LAUTS, WEGENER & CO.**

Hongkong, 9th July, 1901. [1700]

## TO LET.

**NO. 9, SEYMOUR TERRACE**, Possession from 1st August.  
Apply to—  
**S. STOCKHAUSEN,**  
28, Queen's Road Central.

Hongkong, 24th July, 1901. [1838]

## TO LET.

**IMMEDIATE POSSESSION.**  
**1, LARGE and WELL-VENTILATED ROOM**, with BATHROOM, at No. 37, CAINE ROAD.

Apply to—  
**R. J. REMEDIOS,**  
Mercantile Bank,  
Hongkong, 25th July, 1901. [1867]

## TO LET SHORTLY.

**SHOPS, OFFICES and FLATS**, DES VŒUX ROAD, CENTRAL (Opposite Lane, Crawford & Co.'s).

Apply to—  
**HUMPHREYS ESTATE AND FINANCE CO., LIMITED.**

Hongkong, 12th July, 1901. [1134]

## TO LET (IMMEDIATE POSSESSION).

**3, LARGE, UNFURNISHED ROOMS** with Separate BATH, use of COOKHOUSE, &c. \$40.

Apply—  
**R. ROE,**  
Care of Daily Press Office,  
Hongkong, 22nd July, 1901. [1842]

## BOARD AND RESIDENCE.

**M**R. S. GILLANDERS

"GLENWOOD,"

21, CAINE ROAD.

Hongkong, 20th September, 1900. [1869]

## BOARD AND RESIDENCE.

**C**OMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHERN,  
2, Pedder's Hill.

Hongkong, 1st January, 1892.

## BOARD AND RESIDENCE.

**M**RS. SIDNEY JEFFREY,  
"VERITAS,"  
BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.

Hongkong, 23rd August, 1900. [178]

## INSURANCES

**TEASANTLANTIC FIRE INSURANCE COMPANY OF HAMBURG**

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**SIEMSSSEN & CO.**

Hongkong, 16th November, 1892. [129]

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

TOTAL FUNDS AT 31ST DECEMBER, 1900.

£14,732,681.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 2,833,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**SHEWAN, TOMES & CO.**

Hongkong, 3rd July, 1901. [1641]

**P**HENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

**DOUGLAS LAPRAIK & CO.**

Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [32]

**THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.**

CAPITAL... £410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**WM. MEYERINK & CO.**

Agents.

Hongkong, 18th May, 1890. [185]

**NORTH GERMAN FIRE INSURANCE COMPANY of HAMBURG**

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT FIRE at Current Rates.

**SIEMSSSEN & CO.**

Hongkong, 29th May, 1895. [131]

**AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELL.**

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**REUTER, BRÖCKELMANN & CO.**

Agents.

Hongkong, 21st April, 1891. [194]

**"L'UNION"**

**FIRE INSURANCE COMPANY, LTD.**

(Established 1828.)

The Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

**A. R. MARTY,**

Agent.

Hongkong, 1st August, 1900. [1794]

**"L'URBAINE"**

**FIRE INSURANCE COMPANY, LTD.**

(Established 1838.)

The Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

**P. LEMAIRE & CO.**

Hongkong, 7th February, 1901. [1439]

**SUN INSURANCE OFFICE, LONDON**

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**HOOTZ & JACOB & CO.**

Hongkong, 2nd April, 1900. [193]

**SIEMSSSEN & CO.**

Agents.

Hongkong, 16th May, 1892. [140]

**SALAMANDER FIRE INSURANCE COMPANY.**

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

**HOOTZ & JACOB & CO.**

Hongkong, 2nd April, 1900. [193]

**FOR SALE.**

A COUNTER 24 feet by 4 feet 6 inches

with Teakwood Two-Shelf Stand on Top and Shelving below.

Apply to—  
**W. BREWER & CO.,**

Queen's Road.

Hongkong, 13th July, 1901. [1750]

**DANG CHEE, SON & CO.**

IMPORT and EXPORT MERCHANTS.

6, D'AGUILAR STREET.

BRANCH—N.S.W., AUSTRALIA.

Hongkong, 2nd July, 1901. [1646]

**AUTOMATIC MAUSER PISTOLS.**

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES.

FIRING 10 SHOTS in 2 SECONDS

**SIEMSSSEN & CO.**

Hongkong, 3rd October, 1900. [178]

**B. J. REMEDIOS,**

FOREIGN and COLONIAL STAMP DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address or receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1348]

## [ALL RIGHTS RESERVED.]

## FAMOUS PRESENT-DAY CHICKETERS.

BY W. J. FORD.

IV.

R. E. FOSTER.

Very few men, even cricketers men, have ever heard of R. E. Foster: all the world except perhaps a few pro-Boers, is familiar

with "Tip" Foster. Yet "Tip" Foster and R. E. Foster are one and the same person if you happen to have bowled to him or to

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked *K*, nearest Hongkong *H*, midway between Hongkong and Kowloon *M*, and those vessels berthed at the Kowloon Wharf *L*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.

SECTIONS.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VEHICLE'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 3rd August, at Noon.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 6th August.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 20th August.
LIVERPOOL DIRECT	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 3rd September.
BREMEN VIA PORTS OF CALL	PATROCLUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th August.
MARSELLES, LONDON & ANTWERP, V. SPORE, &c.	STUTTGART	Ger. str.	2 m.		MELCHERS & CO.	On 6th August, at Noon.
MARSELLES & LONDON	SABO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 9th August, at Daylight.
HAVRE & HAMBURG	KAWACHI MARU	Jap. str.	2 m.		HAMBURG-AMERIKA LINIE	On about 10th August.
HAVRE & HAMBURG	ACILLA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 23rd August, at Daylight.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 27th August.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 16th September.
HAVRE & HAMBURG	ASIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	HUDSON	Brit. str.	2 m.		DODWELL & CO. LIMITED	On 5th October.
HAVRE & HAMBURG	ARABIA	Amer. ship	2 m.		SHEWAN, TOME & CO.	On about 5th August.
HAVRE & HAMBURG	I. F. CRAIGMAN	Amer. ship	2 m.		CARLOWITZ & CO.	Quick despatch.
HAVRE & HAMBURG	AGRA	Ger. str.	2 m.		ARNHOLD, KARBERG & CO.	Quick despatch.
HAVRE & HAMBURG	FORST	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	Quick despatch.
HAVRE & HAMBURG	R. ARCHIBALD, R.N.E.	Brit. str.	2 m.		SHEWAN, TOME & CO.	On or about 25th Oct.
HAVRE & HAMBURG	G. D. BOWLER, R.N.R.	Brit. str.	2 m.		TOYO KISEN KAISHA	On 7th August.
HAVRE & HAMBURG	W. FRAKES	Jap. str.	2 m.		PACIFIC MAIL S. B. CO.	On 14th August, at Noon.
HAVRE & HAMBURG	S. J. G. PARSONS	Jap. str.	2 m.		BUTTERFIELD & SWINE	On 31st Inst.
HAVRE & HAMBURG	H. PETERSON	Jap. str.	1 m.		GIBR. LIVINGSTON & CO.	On 5th August, at 4 P.M.
HAVRE & HAMBURG	H. L. ALLAN	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 19th August, at 4 P.M.
HAVRE & HAMBURG	STRATHYRE	Brit. str.	2 m.		PRINZ HEINRICH	On 2nd August.
HAVRE & HAMBURG	G. THRIE	Brit. str.	2 m.		PREUSSEN	On or about 10th August.
HAVRE & HAMBURG	BOMBAY	Brit. str.	2 m.		HAMBURG (Hamburg-Amerika Linie)	On 6th August, at Noon.
HAVRE & HAMBURG	TAMIA MARU	Jap. str.	2 m.		SACHSEN	On or about 15th Sept.
HAVRE & HAMBURG	SANJU MARU	Jap. str.	2 m.		KLAUSCHOU (Hamburg-Amerika Linie)	On 15th August, at Noon.
HAVRE & HAMBURG	DAPHNE	Ger. str.	1 m.		BAVARIA	To-day, at 4 P.M.
HAVRE & HAMBURG	MILKE MARU	Jap. str.	2 m.		STUTTGART	On 2nd August, at Daylight.
HAVRE & HAMBURG	ELITA NOSSACK	Ger. str.	1 m.		KONIG ALBERT	On 16th August, at Daylight.
HAVRE & HAMBURG	WOOSUNG	Brit. str.	2 m.		PRINZESS IRENE	To-morrow, at 3 P.M.
HAVRE & HAMBURG	MASSILLA	Jap. str.	1 m.		PRINZ HEINRICH	On 13th August, at Noon.
HAVRE & HAMBURG	MAIDULU MARU	Jap. str.	1 m.		PREUSSEN	About 30th Inst., at 4 P.M.
HAVRE & HAMBURG	ANPING MARU	Jap. str.	1 m.		HAMBURG (Hamburg-Amerika Linie)	To-day.
HAVRE & HAMBURG	TAMSU MARU	Jap. str.	1 m.		SACHSEN	On or about 2nd August.
HAVRE & HAMBURG	MANILA	Brit. str.	2 m.		KLAUSCHOU (Hamburg-Amerika Linie)	On 7th August.
HAVRE & HAMBURG	DIAMANTE	Brit. str.	2 m.		BAVARIA	To-morrow, at Daylight.
HAVRE & HAMBURG	YUENSANG	Brit. str.	2 m.		STUTTGART	On 4th August, at Noon.
HAVRE & HAMBURG	SUNGKANG	Brit. str.	2 m.		KONIG ALBERT	On 19th August.
HAVRE & HAMBURG	MELPOMENE	Aus. str.	2 m.		PRINZESS IRENE	On 23rd August.
HAVRE & HAMBURG	CHELYDRA	Brit. str.	2 m.		PRINZ HEINRICH	On 27th August.

## SHIPPING.

## VESSELS ON THE BERTH

ARRIVALS.  
July 28, VIFER, French g.-bt., from Canton  
July 29, WOODSUN, British str., 1,163, Dawson,  
Canton 20th July, General—BUTTERFIELD & SWINE.  
July 29, APERNADE, German steamer, 611,  
Lieszen, Pahoi and Hoibow 27th July,  
General—JEUBEN & CO.  
July 29, EMBAY, British str., 2,047, H. S.  
Bradshaw, London 15th June and Singapore  
23rd July, General—P. & O. S. N. Co.  
July 29, KONG BING, German str., 865, Moller-  
mann, Bangkok via Hoibow 21st July,  
General—BUTTERFIELD & SWINE.  
July 29, OCEANIEN, French str., 2,081, Schmitt,  
Marseille 30th June and Saigon 26th  
July, Maids and General—MESSAGERIES  
MARITIMES.  
July 29, FLINTSHIRE, British steamer, 2,476,  
Dryer, Moji 23rd July, Coal—SHewan,  
TOMES & CO.  
July 29, ECLIPSE, British cruiser, 5,600, Sloper,  
Singapore 24th July.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE  
29th July.

Elita Nossack, German str., for Shanghai.  
Lysemon, German str., for Tsuru.  
Taites, German str., for Swatow.  
Daybreak, American str., for Shanghai.  
Tran, Norwegian str., for Haiphong.  
Charterhouse, British str., for Amoy.  
Clan, British str., for Shanghai.  
Hinsang, British str., for Hongay.  
Thales, British str., for Swatow.

## DEPARTURES.

29th July.  
ANNAM, French str., for Europe.  
ITALIA, British transport, for Taku.  
HINSANG, British str., for Hongay.  
THEALES, British str., for Swatow.  
LYSEMON, German str., for Shanghai.  
OCEANIEN, French str., for Shanghai.

## VESSELS IN DOCK.

27th July.  
ABERDEEN DOCKS.—KOWLOON DOCKS—Sungkang, Y. Senku,  
Sikan, Huilao, Hongkong Maru, Likin, Zaire,  
Canton River.  
COSMOPOLITAN DOCK—Colonies, Taishan.

## SHIPPING REPORT.

The German steamer Kong Beng, from Bang-  
kok via Hoibow 21st July, had fine weather and  
light S.E. winds from Hoibow.

## VESSELS ON THE BERTH

FOR NAGASAKI AND VLADIVOSTOK.

## THE Steamer

"DAPHNE," Captain Nissen, will be despatched for the above port TO-DAY, the 30th inst., at 3 P.M.  
This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 27th July, 1901.

## FOR SHANGAI.

THE Steamer  
"ELITA NOSSACK," Captain Brahn, will be despatched for the above port on or about TUESDAY, the 30th instant, at 4 P.M.  
For Freight, apply to EAST ASIATIC TRADING CO., LTD., Agents.

Hongkong, 26th July, 1901.

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.  
THE Company's Steamer

"ANPING MARU," Captain S. Atsuna, will be despatched for the above ports TO-MORROW, the 31st July, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA," Captain Cox, will be despatched as above TO-MORROW, the 31st inst., at NOON.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 25th July, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship  
"DIAMANTE," Captain J. Rattenbury, will be despatched as above TO-MORROW, the 31st instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to SHEWAN, TOME & CO., General Managers.

Hongkong, 26th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamer

"BENGAL," Captain A. L. Valentini, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 3rd August, at NOON, taking passengers and cargo for the above ports.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, in addition to sailing CARGO and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Staterooms.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. B. BROWN, General Agent.

Hongkong, 25th July, 1901.

\* \* \* SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, in addition to sailing CARGO and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Staterooms.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further particulars, apply to H. A. RITCHIE,

Hongkong, 22nd July, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 10 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.E...WEDNESDAY, 7th Aug., 1901

TARTAR, 4,425 Tons...Comdr. E. Beetham, R.N.E...WEDNESDAY, 14th Aug., 1901

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.E...WEDNESDAY, 28th Aug., 1901

ATHENIAN, 3,882 Tons Comdr. H. Mowatt, R.N.E...WEDNESDAY, 4th Sept., 1901

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.E...WEDNESDAY, 25th Sept., 1901

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## POST OFFICE NOTICES.

The *Empress of China*, with the Canadian Mail, left Shanghai on Saturday, the 27th inst., at 8 p.m., and may be expected here to-day.  
The *Dorte*, with the American Mail of the 9th inst., left Yokohama on Monday, the 29th inst., at daylight, and may be expected here on or about Tuesday, the 30th.  
The *Masilia*, with the English Mail of the 7th inst., left Singapore on Sunday the 28th inst., at 8 a.m., and may be expected here on or about Friday the 2nd prox. This Packet brings replies to letters despatched from Hongkong on 3rd June.

## MAILS WILL CLOSE.

FOR	PEA.	DAY AND HOUR.
Canton	Hankow	Tuesday, 30th, 7.30 A.M.
Quing-chow-wan	Naochau	Tuesday, 30th, 9.00 A.M.
Sutow	Hainan	Tuesday, 30th, 11.00 A.M.
Yokohama, Kobe and Moji	Yokohama	Tuesday, 30th, 11.15 P.M.
Macao	Eliza Nossack	Tuesday, 30th, 2.00 P.M.
Shanghai and Chinkiang	Eliza Nossack	Tuesday, 30th, 2.00 P.M.
Nanking and Wussootock	Eliza Nossack	Tuesday, 30th, 3.00 P.M.
Kamchuk and Samsui	Eliza Nossack	Tuesday, 30th, 4.00 P.M.
Shangha, Nagasaki, Kobe and Yokohama	Eliza Nossack	Tuesday, 30th, 5.00 P.M.
Shanghai	Wussootock	Wednesday, 31st, 9.00 A.M.
Pakhoi and Haiphong	Hongkong	Wednesday, 31st, 11.00 A.M.
Sutow, Amoy and Foochow	Amping Maru	Wednesday, 31st, 11.00 A.M.
Moji, Kobe, Yokohama, Victoria B.C. & Tacoma	Clyde	Wednesday, 31st, 11.00 A.M.
Singapore, Fowang and Calcutta	Clyde	Wednesday, 31st, 1.00 P.M.
Manila	Dumantac	Thursday, 1st Aug., 8.00 A.M.
Kadal and Sandean	Sandakan	Friday, 2nd Aug., 3.00 P.M.
Manila	Yucueang	Saturday, 3rd Aug., 4.00 P.M.

EUROPE, &c., India via Tuticorin  
(Late Letters 10.55 to 11.15 A.M. Extra  
Postage 10 cents.)  
(Supplementary mail on board up to the time fixed for departure of the mail.  
Extra postage 10 cents.)

NAKASAKI, KORE, YOKOHAMA, HONOLULU  
AND SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail.  
Extra Postage 10 cents.)

AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail.  
Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, B.C.  
(Supplementary mail on board up to the time fixed for departure of the mail.  
Extra Postage 10 cents.)

EUROPE, &c., India via Tuticorin  
(Late Letters 11.10 to 11.30 A.M. Extra  
Postage 10 cents.)

FOR	PEA.	DAY AND HOUR.
Bengal	Hongkong Maru	Tuesday, 30th, 7.30 A.M.
China	Empress of China	Wednesday, 31st, 11.00 A.M.
Stuttgart		Wednesday, 31st, 11.00 A.M.
		Letters 10.45 A.M.
		Saturday, 3rd Aug., 4.00 P.M.
		Letters 11.00 A.M.

the outward English mails and is due here on the 2nd prox., at about 6 a.m.

## MERCHANT STEAMERS.

The "Ben" Line steamer *Benvenuto*, from London and Straits, left Singapore on the 24th inst., for this port, and may be expected here to-day.

The steamer *Mogul*, from Glasgow, Liverpool, etc., left Singapore on the 24th inst., and is due here to-day.

The N.Y.K. steamer *Tamba Maru* (Europa Line) left Singapore for this port on the 24th inst., and is expected to arrive here on the 31st inst.

The O.S.S. steamer *Tankard* left Singapore on the 27th inst., at 5 p.m., and is due in Hongkong on the 1st prox.

The P. & O. steamer *Mazuyon* left Bombay for this port on the 24th inst.

The P. & O. steamer *Packing* left Bombay for this port on the 27th inst.

The E. & A. steamer *Eastern* left Port Darwin on the 24th inst., for Hongkong via Manila, and is due here on or about the 6th prox.

The N.Y.K. steamer *Milko Maru* (Bombay Line) left Bombay via Singapore for this port on the 20th inst., and is expected to arrive here on the 4th August.

The N.P. steamer *Tacoma* arrived at Kobe on the 16th inst., and sailed for Shanghai and Hongkong on the 17th inst.

The C.P.R. steamer *Tartar* arrived at Kobe at 1 a.m. on the 25th inst., and left again at 5 p.m. on the 26th inst., for Shanghai, where she was due to arrive at midnight, the 29th inst.

The steamer *Ricchmond Castle* sailed from New York on the 24th inst. for Straits, Hongkong, China and Japan.

The C.M. steamer *Yangtze*, from Glasgow and Liverpool, passed the Canal on the 12th inst., and is due at Singapore on or about the 29th inst.

The N.P. steamer *Braemar* left Tacoma on the 17th inst., for Yokohama and Hongkong.

The C.P.R. steamer *Athenian* left Vancouver on the 24th inst., p.m. for Hongkong via Japanese ports and Shanghai.

STEAMERS PASSED THE CANAL.

OUTWARD.—25th June.—*Mogul*, *Necker*, *Silvia*, 28th June.—*Bravenes*, 2nd July.—*Cocle*, *China*, *Safordi*, 5th July.—*Tanba Maru*, *Tantalus*, *Oceanus*, 9th July.—*Glenfarq*, *Gleneturk*, *Musselton*, *Spithed*, *Sibirio*, *Tucuman*, *Warrior*, *Pisa*, 12th July.—*Idomenus*, *Strathord*, *Yanitz*, *Yarra*, 16th July.—*Shetland Maru*, *Princess Irene*, *Satsuma*, 19th July.—*Andalusia*, *Sanuki Maru*, *St. Andrews*, *Hain*, *Styrene*, 23rd July.—*Benvoile*, *Cora*, 26th July.

HOMEWARD.—23rd July.—*Arendia*, *Sachsen*, *Socota*, 26th July.—*Wittenberg*, *Saxony*. ARRIVAL AT HOME.—26th July.—*Glenfield*.

## PASSENGERS.

ARRIVED.

For *Bombay*, for Hongkong, from London, Mr. Gillman; from Ponson, Mr. Steward; for Shanghai, from London, Mr. Howard.

For *Oceanic*, for Hongkong, from Singapore, Mr. J. C. Judah; from Saigon, Messrs. Barton, Michon, and Bourillio, Drs. Adolph Turin and Louis Ossoff; for Shanghai, from Marsella, Messrs. Mulrone, D. de Losgros, and Berougo, Mrs. Doboch, Vandaveire, Louvers, and Verstraete; from Port Said, Mrs. Braemont; from Colombo, Mr. and Mrs. Camys, Mrs. Fanny Dajani, and Mr. J. Kaiser; from Singapore, Consul and Mrs. Besse De Moullois; infant; from Saigon, Mr. and Mrs. Schubell, and child; Messrs. Henri de Hess and Moustier Zerami; for Yokohama, from Marsella, Messrs. A. Cabour, Sanz de Blor, and Takimichi; from Singapore, Mr. Uyen Uhl; from Saigon, Mr. C. Chese.

## DEPARTED.

Per *Asien*, from Hongkong, for Saigon, Mrs. Lorenzo, Mrs. Mechtling, Mrs. L. Dely, Mrs. Favenne and Mrs. M. Bennecke; for Singapore, Messrs. J. Sabater, R. Keller, M. Sternberg, and R. Hernandez; for Colombo, Capt. B. Vincent; for Port Said, Miss M. Lefevre; for Maldives, Mr. and Mrs. Brrias and son Miss Iris, Messrs. A. Mourez, F. Olbes, Roudot, A. Neel, Huland, Turpin, L. Badie, C. Lamare, and L. Delage.

Per *Oceanic*, from Hongkong, for Shanghai, Mrs. F. Alian, Mrs. K. Kin, Mr. and Mrs. J. P. Maclean, Lieut. L. Chamont and de la Planché de Raillie, Messrs. J. G. Mackenzie, J. Cow, and I. Benjamin; for Nagasaki, Mr. C. Whanng, Mr. and Mrs. Massela; for Yokohama, Mrs. Hagen and three children, Mrs. H. M. Collins, and Mr. D. W. Salter.

## VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* arrived at Shanghai at 8.30 a.m. on the 27th inst., and left again at 8 p.m. same day for Hongkong, where she is due to arrive to-day.

THE AMERICAN MAIL.

The O. & O. steamer *Dorte*, with mails, &c., from San Francisco to the 9th inst., via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th inst.

The T. K. K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 17th inst.

THE GERMAN MAIL.

The Imperial German mail steamer *Prinzess Irene*, carrying the German mails with dates from Berlin of the 8th inst., left Colombo on the 28th inst. p.m., and may be expected here on or about the 6th prox.

The Imperial German mail steamer *Stettiner* left Kobe via Nagasaki, Shanghai and Foochow on the 28th inst., p.m. and may be expected here on or about the 7th prox.

THE INDIAN MAIL.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the 26th inst. p.m.

THE ENGLISH MAIL.

The P. & O. steamer *Masilia* left Singapore for this port on the 28th inst., at 8 a.m. with

## JOINT STOCK MARKET.

Hongkong, 29th July.

## FALL OR RISE IN PRICES.

Banks—

Hongkong & Sh. \$123

China & Japan, only \$21

Nat'l. Bank of China \$23

A. Sharpe \$23

B. Sharpe \$21

Bell's Asbestos E. A. \$21

Campbell, Moon & Co. \$10

China-Borneo Co. \$15

China Light and Heat \$20

Power Co. Ltd. \$20

China Prov. L. & M. \$10

Cigar Companies \$100

Alhambar, Ltd. \$500

Philippine Tobacco \$50

Trust Co. Ltd. \$50

Cotton Mills \$100

EW International \$100

Loo Kong Mow \$100

Seychelles \$100

Vaibong \$100

Dairy Farm \$100

Fenwick & Co. \$100

Green Island Cement \$100

H. C. Bakery \$100

Hongkong & C. Gas \$100

Hongkong Electric \$100

H. H. L. Tramways \$100

H. K. Steam Water \$100

Hongkong Ice \$100

H. & K. Wind & G. \$100

Hongkong Dope \$100

Insurance \$100

Castor \$100

China Traders \$25

Hongkong Fire \$50

North China \$25

Straits \$20

Papers \$100

Letters \$100

Saturday, 3rd Aug., 4.00 P.M.

Letters 10.45 A.M.

Letters 11.00 A.M.

Letters 11.15 P.M.

Letters 12.00 A.M.

Letters 1.00 A.M.

Letters 2.00 A.M.

Letters 3.00 A.M.

Letters 4.00 A.M.

Letters 5.00 A.M.